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State of the Ship

Larry Paulson

Commodore 2010

commodore@pentagonsailing.org



As we get started with our sailing season, many of us are looking forward to lots of fun sailing. Many of us are also looking forward to working on our sailing qualifications, with all of the wonderful sails that we have organized this year. Everyone can expect to get a lot out of the Club!

That being said, the Club rests on the backs of our volun-

teers.

A simple way to support the club is to come to the Membership Meeting on Thursday, March 18 (this date is a change from our usual Wednesday night meetings) at McGinty's Public House in Arlington.

You are sure to meet some great people and learn some more about

our great club and how you can help us out. Free parking and a fun time – can't get much better than that!

See you at McGinty's, the River, and the Bay.

UPCOMING EVENTS See our web site for details and more events

March

- 13 Intro to Basic Racing, Beatley Library, 0930
- 18 Membership Meeting, McGinty's, 1900 (note change to Thursday)
- 20 Bay Skipper Exam Series, Beatley Library, 0900
- 22 Port Supply Night, West Marine, Alexandria, 1830
- 24 VHF Procedures, McGinty's, 1900
- 27-28 Safety at Sea Seminar, Naval Academy

April

- 3 Maintenance Days at PSC Clubhouse
- 10 First Aid / CPR, Duncan Library
- 17 Training Clinic, Burke Center Library, Burke, VA
- 21 Membership Meeting, McGinty's
- 24 Piloting/Navigation-I, Burke Library
- 24-25 CQMs, Port Annapolis (first day filled)

Training Corner Hal Moore

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As some of you may be aware, “Snowmageddon” and the loss of Furnari and Enterprise Halls have wreaked havoc on the Winter Training program. We are trying to find other cost effective options, but availability and cost are proving a challenge. We have already queried the area Officer Clubs, Morale, Welfare, and Recreational Facilities, and Army Navy Country Club. They will not be able to help us out at an affordable price. We are back to the old reliable resource of the area library systems. However, one generally has to reserve a date 3– 4 months in advance to reserve an all day Saturday Class at the libraries; all of the library spaces were taken at our old reliable location of Beatley Library in Alexandria. We have tried discussions with the public school systems, but all of the public schools are under financial pressure and want at least \$250 for an all day session.

A problem is that our first Bay Sails start the last weekend of April and the first B-KBS class the middle of May. We cannot let Winter Training drag on past the second weekend of May. We have protected all the classes that we had to postpone, but have alternate dates and locations for them. We have posted these dates and locations in the front (for March and April) and the back (May onward) of this edition of the Lubbers Line. For the B-KBS Thursday classes, we will be switching to using the Alexandria library system.

Several of you have asked for some additional skill building on the River in preparation for the B-KBS courses. I have scheduled that for 9 May.

On a different note, we now have enough Senior Instructors, Cruising Instructors, and PSC Bay SORs to skipper all of the Bay Sails. We have attached the Bay Sail Calendar at the end of the Lubbers Line. However, we still need a Lead Instructor for B-KBS III. We also have some primary instructor gaps, and we would like to have some more assistant instructors in the pipeline. If you have graduated from a B-KBS course, the Club needs you to come back and help teach one of these classes. Remember that you earn FVSM certificates for your instructor hours.

The B-KBS program is the biggest supporter of the PSC budget followed by membership dues. The Bay sails sometimes bring in a profit but fees pretty much pay for the rentals from Annapolis Bay Charters (read more in the Bay Commodore’s article). There is no profit on the Annual Awards Dinner and Holiday Party or the Annual Hydrilla Cup Race. Membership dues pay for insurance and the slip fees at Capital Cove Marina. The B-KBS classes pay for the upgrades to our boats, the purchase of newer boats, and the procurement of new sails, engines, and other items, as well as the Holiday Party and Hydrilla Cup.

Thanks to all of you who do support us and encourage your B-KBS buddies to join the team and pay it forward!”

Hal Moore
Training Commodore

From the Bay Wesley Moy



On February 27th, Brenda and I attended *A Night at the Museum* at the Havre de Grace Maritime Museum. This is their annual Gala event for which they kept the museum open until 11 pm. There were musicians and docents in period costume, open exhibit areas, and food, all you could eat, ranging from oysters on the half shell to pastries. And, for us sailors, a pay as you go bar. Attendees included the museum's board of directors, staff, and local luminaries.

Tony Skivo and I have been talking about sailing with PSC private boats and members who wish to charter to Havre de Grace this fall and this trip was ostensibly our pre-trip reconnaissance. Brenda and I poked around the area marinas, restaurants, shops, and stayed in a local Bed & Breakfast. As many of you know, we've done a fall trip the past two years although Havre de Grace would be further afield than we've done in the recent past. The trip was also a chance to look at the Bay and think about how nice it would be when the season starts up. The museum visit was serendipitous and got us thinking about the richness of the Bay and its many events.

There are numerous festivals on the Bay celebrating everything from crabs and oysters to wine and cheese. One of the earliest is the Tilghman Island Seafood Festival on June 26th and 27th. The festival will be held on the small piece of land south of Knapps Narrows. Mike Steiner is looking into the festival for the PSC, boat owners, and anyone that might want to charter a boat. More details soon. The Narrows are, of course, well known with the club as both a transit point leading to the Choptank River as well as holding point for inattentive helmsmen transiting its shoal waters.

Numerous museums dot the area from Havre de Grace in the north to Norfolk in the south. In the rush of sailing around these opportunities are often overlooked. The Chesapeake Bay Maritime Museum is a great example of the Bay's museum offerings. I've never been to the museum in spite of at least three prior trips to St. Michaels with PSC. The town is, of course, a noted Bay destination and the museum is famous the area. It hosts numerous events including the July 31st Folk Festival. This year, I joined the museum as a contributing member. The benefits, among other things, are slips at the museum at about half the price of commercial slips in town. My calculations are that we break even on the membership after two nights.

And then there are concerts, theater, sports. Phantom of the Opera starts next month in Baltimore and runs through early May. Also in Baltimore at the end of July the Beach Boys are playing a couple of piers over from the Inner Harbor East Marina—Ken Skelps said he would check in to for us! Then there's the Bay Blues Festival in Annapolis in late-May at which Chuck Berry is playing on the 23rd. And sports? Well, I guess there's always sailing.

Looking forward to seeing you out on the Bay!

On the River **Roger Hammer**

Ahoy PSC Members,

Maintenance Days are scheduled for 3 April at the Clubhouse. We will have one team painting the clubhouse and another team working on the boats.

It is a great opportunity for fellowship and a great way to earn Frequent Volunteer Sea Miles (FVSM) certificates.

If interested let us know at rivercommodore@pentagonsailing.org

From your River Commodores,
Roger



Port Supply Night **Tony Skivo, Vice Commodore**

The Alexandria West Marine Store will host a special PSC Port Supply Night on **Monday evening, 22 March 2010** from 6:30 - 9 PM. Members will be able to purchase West Marine merchandise at the Port Supply discount rate. Port Supply rates varies by product and can be very significant. As a added bonus store manager will raffle off one of the new West Marine Inflatable PFDs that night for us. Tickets are free but you must attend the 22 March event to participate in the raffle.

2010 Memorial Day Raft-up May 29 — 31

Top o' the day to you lads and lassies who have signed up for the exciting Ireland on the Chesapeake Memorial Day Raft-up. For all you leprechauns who have not sent in your check, time to stop enjoying those Irish coffees and get your check in the mail. Coordinator Lynnette Hupman has only three slots left to join the crews on boats captained by Tim Christenson, Don Hupman, and Paul Shall. Your application and check needs to be sent to 12808 Reserve Lane, Manassas, VA 20112-8852 BEFORE **March 26** which is only a few days away! If you have any questions, you can give her a call at 703-730-9671 or e-mail her at hupman@erols.com.



If this is your first raft-up as a PSC member, don't forget there is a \$50 discount! If you have earned some Frequent Volunteer Sea Miles, this is a great place to use them. Total boat cost for the weekend is only \$375.



Irish melodies will abound as we raft on Saturday night in the Choptank or Little Choptank Rivers. Expect to hear some interesting limericks and jokes. Participate in the song or dance competitions. Sunday night all the Irish will gather at Herrington Harbor North Marina and enjoy a wonderful non-Irish dinner at Calypso Bay Restaurant.

BVI Raft Up Winnie O'Connor

We still have spaces on the BVI trip July 10-20, 2010. We have added two more boats, which will be skippered by John Buescher and Roger Hammer. The spaces will not last long, so if you are thinking of joining PSC on one of the best sails of the summer, please let me know as soon as possible. Get your BVI Registration Form with a deposit of \$263 per person, which is 50% of the charter cost for the boats, \$526. Please mail to me and make checks payable to me, as I will be paying the Horizons Yacht Charters directly.

More details can be found on the PSC Website under BVI Trip or I can send it to you via e-mail.

Slots	Boat	Type	Skipper
6	Bavaria 42	Monohull	John Buescher
6	Bavaria 46	Monohull	Ted Seward
6	Lagoon 420	Catamaran	Jerry O'Connor
10	Beneateau 523	Monohull	Roger Hammer
8	Bavaria 46	Monohull	Jim Battles

Contact Winnie O'Connor bvicoordinator@pentagonsailing.org

Introducing the British Virgin Islands

Winnie O'Connor

What happens when steady trade winds meet an island-flecked channel with tame currents and hundreds of protected, salt-rimmed bays? Every mariner worth his sea salt sails there – which is how the British Virgin Islands (BVIs) became a sailing fantasyland. More than 40 islands bob in the group, welcoming visitors with an absurd amount of beach.

Tortola is the archipelago's father. It holds most of the population and commerce, and its demeanor is a little bit stern as a result. That doesn't mean it won't let its hair down at a full-moon party or out on the bay windsurfing.

Virgin Gorda is the BVIs' beauty, beloved by movie stars, millionaires and yachties. Somehow she's maintained her innocence, with a clutch of exceptional national parks.

Jost Van Dyke is the jovial island, where a man named Foxy is king and 'time flies when you ain't doin' shit,' as the T-shirts proclaim. Not-like-the-others.

Anegada floats in a remote reef; if you're looking to get away from it all, this atoll has a hammock waiting. Then there are the sprinkling of out islands – some uninhabited, some with just a beach bar, some with shipwrecks to dive on. You'll need your own boat to reach them, but since the BVIs are the world's charter-boat capital, you're in luck.

While the islands are British territories, there's little that's overtly British. The BVIs are quite close to, and intermingled with, the US Virgin Islands, though the BVIs are more virginal as far as development goes.

Last updated: Feb 17, 2009 From Lonely Planet



Join the fun and experience this delightful place on the PSC BVI Trip , July 10-20, 2010, contact Winnie O'Connor bvicoordinator@pentagonsailing.org

Frequent Volunteer Sea Miles

The PSC is an organization run by volunteers, so we need your help in every single function we provide for our members!

The "Frequent Volunteer Sea Miles" (FVSM) Program compensates you with coupons for your volunteer time. FVSM coupons can be redeemed for use of the river boats, trips on the Bay, or for other PSC activities like the Holiday Party!

HERE'S HOW IT WORKS: You invest some of your talent and expertise into the club. Every 8 hours that you volunteer earns you a Frequent Volunteer Sea Mile coupon. Each FVSM coupon is worth \$25, and can be redeemed to offset use of the River boats, the cost of a Bay sailing trip or other PSC activity. FVSM coupons are valid for one year from the date of issue.

This is an exceptional deal! You work at the marina, help maintain boats, instruct in the Basic Sailing Classes, etc. And in return, we'll reward you with Frequent Volunteer Sea Miles! Plus, we'll give you the training you need to do any job right; for most volunteer opportunities, no previous experience is required! Just think, while doing something enjoyable and helping the PSC, you'll collect coupons to use towards great sailing opportunities on the River and the Bay!

The PSC needs your time and commitment in order to survive and thrive ---VOLUNTEER TODAY!!

News of Interest

Upcoming GPS Signal Outages Annapolis Bay Charters (ABC) Off limits Areas

Fifth Coast Guard District's Local Notice to Mariners (LNM) 31/09 and 51/09 report that GPS interruptions can occur in the bay from 22 DEC 09 - 30 APR 10, 1300Z - 2300Z due to testing on GPS Frequencies used in shipboard navigation and handheld systems. GPS Systems that rely on GPS, such as E-911, AIS AND DSC, may be affected within a 15 NM radius 38-15.7N, 076-26.03W. This location is on NAS Patuxent River. As a result, the effects could be as far north as the Choptank and as far south as Smith Point. During this period, GPS users are encouraged to report any GPS service outages that they may experience during this testing via the Navigation Information Service (NIS) by calling (703)313-5900 or by using the NAVCEN's web site's GPS Report a Problem Worksheet at WWW.NAVCEN.USCG.GOV.

A similar outage is predicted for the Upper Potomac river within 15 nm of 38 49.74N 077 01.55W during the month of July. This location is located at NRL, just south of our marina.

To clarify information that we put out at the Training Clinic for off limits areas, a recheck with Scott Farquharson at ABC, has validated that Kent Narrows is completely off limits to anyone chartering an ABC Boat. Knapps Narrows is off limits to all charterers, with the exception of Pentagon Sailing Club Skippers.

Sailing the Caribbean Wesley Moy

Okay, so you've spent time sailing with the club on the Chesapeake Bay and perhaps have a trip to the British Virgin Islands under your belt and now you're wondering what's over the horizon. What's next? Where to start? A great starting point would be to order the catalogs that Moorings and Sunsail publish to promote their businesses. Both companies have an extensive system of bases and fleets around the world. Each destination is described specifically as a sailing destination and there are beautiful photographs to whet your appetite. Are there more destinations than those covered by these two companies? Of course, but their information is a great way to get started. Both also describe the challenges you face at each destination and the skills you're likely to need. Sunsail has a helpful system that rates each destination on a three point scale, allowing one location to be compared with another. For St. Vincent & the Grenadines, as an example, Sunsail would like you to have a minimum of 20 days as a skipper on a similar sized boat. In comparison, Sunsail wants 5 days as a skipper for BVI. While the experience requirements are certainly not absolutes, this does allow different locations to be compared. Over the last two years, we've researched different Caribbean locations and settled on St. Vincent and the Grenadines for this year's winter sailing trip.



St. Vincent & the Grenadines is an independent country and a chain of volcanic islands in the southeastern Caribbean.



It is bordered on the north by St. Lucia and Grenada to the south. The islands are swept by near constant trade winds from the northeast and currents from the east running from two to four knots depending on whether the tides are lifting or falling. The water is generally deep blue or brilliant turquoise, depending on the depth and bottom. Avoid the brown water and breaking waves as they often denote one of the many coral reefs prevalent throughout the islands. The infrastructure in and around St. Vincent and the Grenadines is certainly not what we're used to on the Chesapeake Bay and even in the British Virgin Islands. Marinas are rare and the various charter fleets are on mooring balls in a harbor

rather than tied up at a slip. There were probably places to go ashore for a shower but we weren't inclined to search them out. The transom worked out just fine for us. At Barefoot Yacht Charters a crew brought the boat to a three boat med mooring dock when it was time to board. At the conclusion of our trip, the boat was refueled from five gallon jerry jugs, not at a fuel dock. The good news was that we used just seven gallons of diesel for the week.(cont. next page)

Sailing the Caribbean Wesley Moy



(cont. from previous page)

There a number of restaurants in and around the major islands of the Grenadines but some of the islands had a very limited selection—dinner for the adventurous rather than the luxurious. One of the best meals we had was a lobster dinner on Petit Bateau in Tobago Cays. The lobsters were huge, two fed four of us, and were prepared over open barbeque grills—55-gallon drums cut in half. It was BYOB at picnic tables in a restaurant with Milky Way for a ceiling. In some of the other places like Admiralty Bay we were disappointed. Besides our lobster barbeque, most of the best meals we had were on board. At hint, the restaurants seemed to do the best job on meat and fish obtained locally. Mahi Mahi—great. Kingfish—great. Lobster—

great. Lamb—not so great. Shrimp—tasted like frozen out of the bag.

Sailing conditions were wonderful but its important to be prepared for some challenging moments. The southerly run from Bequia to Mayreau was about 25 miles with the trade winds and waves pushed through the channel between the islands. The wind was steady at about 25 knots and the waves were 10 to 12 feet. Not a really big deal, just prepare appropriately. Put things away, make lunch in advance, and if you need it, take your Dramamine early if you need it. In planning your navigation, pay attention to the tides because the current will run between two and four knots from the east. Factoring in set and drift will insure your headings are on target. Finally, keep ATONs placement in mind as you navigate close to islands and coral reefs. It seems that some benefactor country gave St. Vincent and the Grenadines ATONs with all of the poles cut to ten feet. This length is of limited utility in an area of volcanic islands and coral reefs. As a consequence, the ATONs were put where they could be put, not necessarily where they're supposed to be. There is also a cardinal system that indicates that there's something unpleasant in a specific direction from the mark. Pay attention and when in doubt, don't sail over breaking water.



The anchorages have a reputation for being a little roly at night. Before you put the anchor down, think about how the wind will flow around the island and harbor. Is there a fetch that will allow the wind to push waves at you? Be prepared that it will take a couple of nights to get used to the motion—even if you are careful about where you drop your anchor. The first night in Admiralty Bay in Bequia, Brenda thought that the motion was going to roll her out of our berth and send her crashing to the cabin sole. (cont. next page)

Sailing the Caribbean Wesley Moy

(cont. from previous page)

Interestingly, the first good night's sleep was the third night in Tobago Cay, anchored behind Horseshoe Reef but completely exposed to the trade winds. The reef was enough to break up the waves that the winds pushed across the Atlantic. I also suspect that the lack of a barrier to windward kept the airflow consistent rather than forcing it to go over or around some craggy volcanic island.

In the past, I had not been comfortable dealing with Boat Boys. They seem to swarm over you as you come into a new anchorage and you always wonder if you're getting ripped off. Still, they can be very useful as you'll often need something ... water, ice, beer, bread, etc. I found that the best way is to pick one of the boat boys and use him exclusively. Tell him what you need, when you need it, and ask how much it will cost. Getting his name is useful in warding off the other boat boys, let them know that a specific boat boy is taking care of you and the others will leave you alone. There are generally no such things as marinas so if you need water they can get the boat with the cisterns over to you. Some of the towns don't really see tourists so it also might be easier and more pleasant to send a boat boy after the baguettes that you want first thing in the morning.



St. Vincent and the Grenadines are a little off the beaten path taking two days to travel to and from. It lacks the many marinas found in the Chesapeake Bay and fine restaurants in the British Virgin Islands. Distances between the islands and anchorages are a little further and when things break, and let's face it, stuff on sailboats breaks, assistance is a little further away. And maybe all of this is part of the appeal. You need to think about being just a little more self-reliant when there's no TowBoatUS at the other end of a cell phone call. You need to think a little further ahead when there isn't a restaurant at your next anchorage and the grocery store is there for the locals not the yachties—the grocery in Canuan was running a special on goat when we stopped in. The prospect of a close haul for 25 miles in seas running ten feet with a four set demands a little thought before you head out. But then there are the rewards. Tobago Cays is considered one of the

most beautiful places in the Caribbean. Anchored there with Horseshoe Reef protecting us from the Atlantic Ocean maybe wasn't heaven ... but it sure seemed like you could see it from there.

Safety at Sea Seminar Hal Moore

Safety at Sea Seminar:

The [Safety at Sea Seminar](#) will take place again this year at Alumni Hall at the Naval Academy in Annapolis on March 27 and 28 (Saturday and Sunday). It is targeted toward those who wish to sail offshore. The registration form can be found at the link above.

The Safety at Sea Seminar series began at the Naval Academy in 1980 following the disastrous 1979 FASTNET race. It was then under the auspices of the US Yacht Racing Union, which became US Sailing in 1991. It has continued as an annual event in Annapolis, and has spread to other locations. Two of the five people empowered to organize a Safety at Sea seminar are associated with Navy Sailing (Ralph Naranjo and John Bonds). The topics cover key safety areas of interest over a two day period for those interested in ocean sailing.

The type of individual who should attend this seminar is someone planning an open ocean voyage.

Last year's seminar was held at the Naval Academy on March 28-29. Some key take aways from the presentations (highlighted below) are summarized below. The presentations are posted at the Naval Academy Sailing website (<http://www.usna.edu/sailing/newsite/resources/#SafetyatSea.html>). PSC members in attendance included Wesley and Brenda Moy, Don Hupman, Rich Alt, Ken Skelps, Jerry and Winnie O'Connor, Larry Chapman, Rick Robey, Darrell Harris, and Hal Moore.

First Day (Saturday): Summary of Presentations

Risk Management and Lending Assistance: Ralph Naranjo is a long-time round the world cruiser. He has served as Technical Editor of [Sailing Magazine](#), [Cruising World](#), and [Practical Sailor](#). He is the former Vanderstar Chair at the Naval Academy, where he taught celestial navigation.

He discussed a number of safety related issues, with an emphasis on cruise training and vessel seaworthiness. One tidbit in his presentation was the need to heave to when launching and recovering drogues.

Damage Control: Steve D'Antonio, Marine Consulting (www.stevemarineconsulting.com) Steve is a renowned contributor on marine technical issues and has contributed numerous articles to the usual journals. He is the technical editor of [Passagemaker Magazine](#), and a regular contributor to [Cruising World](#). He has 21 years of experience in the marine trades as a marine mechanic, electrician, operations manager of a custom boat building shop and two boatyards. Some tidbits from his presentation:

- Failed seacocks and hoses are the most common causes of flooding.
- Hitting submerged objects is the second most frequent cause of flooding.
- Stop the flow first, then worry about pumping out.
- Don't compromise the engine by using it as a bilge pump. Install more bilge pumps.
- Seacocks must be strong enough to bear the weight of a 200 lb man standing on them.
- Seacocks should be accessible, and not located behind bulkheads.
- Seacocks should not have pipes attached to them, but hoses. The pipe just adds to the risk of rupture.
- Sealants: he prefers 5200 type sealants. Shaflex 291. Everfix Epoxy for below the water line.
- Use antibody when ready to remove sealant.

USCG Search and Rescue: CAPT JK Loutit(Kip), Deputy Commander, Atlantic Command, USCG. He has commanded cutters and is an active offshore sailor. He discussed the Rescue 21 system, which is now active in our sailing areas (Chesapeake, New England). The system is optimized by using a marine-band VHF-radio equipped with digital selective calling (DSC). If properly registered with a Maritime Mobile Service Identity (MMSI) number and interfaced with GPS or Loran, the DSC radio signal transmits vital vessel information, position, and the nature of distress (if entered) at the push of a button. In an emergency, your DSC radio will send an automated digital distress alert containing your MMSI number and position to other DSC-equipped vessels and rescue facilities. DSC will provide a quicker and more accurate response by the Coast Guard. Here is some good gouge from the session:

Two good 911 numbers for the Coast Guard: 800-424-8802/757-398-6390.

Safety at Sea Seminar

An Offshore Sail Inventory: Dave Flynn, Quantum Sails Chesapeake. He discussed the importance of a variety of sails, especially storm sails. Roller furling sails are not optimum for ocean transits.

On the Water Man Overboard Recoveries:

As part of the Safety at Sea presentation in Annapolis, the Naval Academy demonstrated various man overboard recovery techniques as well as flares using the Navy 44 MK I and MK II Sail Training Craft (STCs). . Dan Rugg, USNA Sailing Center and Renee Mehl, USNA Vanderstar Chair, orchestrated the event. The narration is from Chuck Hawley of West Marine. Videos are accessible by clicking on the hyperlinks:

- The first film is of NA-9 FLIRT demonstrating heaving to and circling without changing the sails ([link](#)).
- The second demonstrates a standard man overboard Quick Stop recovery upwind ([link](#)).
- The third video shows at figure eight, which was the standard man overboard technique, until the 1980s when the Naval Academy developed the Quick Stop ([link](#)).
- A downwind spinnaker recovery is shown in the next film ([link](#)).
- The next three films show a single handed recovery, where the person overboard cannot get back on to the vessel.
 - [Single Handed Recovery 1](#)
 - [Single Handed Recovery 2](#)
 - [Single Handed Recovery 3](#).

The film shows the use of various types of flares in a standard flare kit. ([link](#))

Collision Avoidance: In “A view from the Bridge”, CAPT Bill Band, Maryland Pilots discussed the interaction of large vessels and sailing craft. It was interesting to note how little visibility these large ships have in front of them.

Medical Emergencies at Sea: A former U.S. Navy medical officer, Dr. Carlin started World Clinic in the 1990s to help those who travel in places where they lack access to normal quality medical care. He specializes in equipping these individuals before they go and providing care and advice remotely if they need it. Tidbits included:

- Dr. Carlin's favorite book for the cruiser is Weiss and Jacobs, [A Comprehensive Guide to Marine Medicine](#).
- An interesting slide from his presentation is the one on seasickness. It shows how much more vulnerable young people are to the affliction than those over 40. Another interesting take away is hypothermia and its relationship to Napoleon's doctor..**lesson learned**...don't warm people up too fast, especially their extremities. Just dry them off, and put them in warm blankets, and let their body do the rest.
- Seasickness and [failure to use a preventer](#) are his biggest worries about crew becoming incapacitated.
- He recommends carrying lots of prescription meds in your onboard medical kit. Medical Advisory Groups, with a contract, will probably give you all of the meds in the kit.
- Jeff Issau, www.medicalofficer.net, gives an excellent course in wilderness first aid. Jeffrey is also a licensed captain and an experienced blue-water sailor, having logged thousands of miles aboard his own sloop as well as serving as mate and medical officer on sail-training and research vessels. His marine resume includes twenty seasons as an instructor, course director, and vessel master.
- Importance of Iodine in your medical kit.

Safety at Sea Seminar

Weather Awareness and Forecasting: Joe Sienkiewicz, NOAA Ocean Prediction Center, gave a presentation of standard NOAA products for the ocean going sailor. A key takeaway is the importance of 500 mb charts and how they relate to surface charts.

Second Day (Sunday)-Summary of Presentations:

While the first day largely features plenary sessions, the second day allows the audience to divide up into smaller groups. Some of these groups feature topical discussions while others feature practical demonstrations.

Small Group Discussions:

Cruising Forum: One tidbit is that the Coast Guard wants recreational boaters to use 9, and then switch to 68, 69, 71, 72. They will start scolding people for using 16 for hailing. Still required to guard 16, but you can't use it for hailing. Keep your radio on scan. 16 and 13 not for recreational boaters to call one another. The Coast Guard will start hammering boaters who use 16 for hailing.

As for obtaining an MMSI to support the DSC21 system, the handheld VHF should have same MMSI number as boat. MMSI numbers can be obtained from Boat US www.boatus.com/mmsi.

Boats equipped with MMSI /DSC radios can create group IDs and send signals to each other and report position.

All boats leaving US Waters for a foreign port must have an FCC Call Sign and MMSI number. Form 605 can be filled out; especially the case for SSB. Person registering for call sign must have Marine Radio Operator permit.

Participants had praises of SSB radios. Several suggested adding a proctor modem to link up to Sail Mail.

Comparison of Satellite Phone Systems:

INMARSAT:

- Best and most expensive.
- Start at \$5k. \$8 per meg

Iridium:

- Data is slow, but ok for calls.
- \$1K for phone.
- 75 cents per minute.

Globalstar:

- Not as global as INMARSAT and Iridium. New satellites may improve it this year.
- \$300 per phone.
- Data rate is better than IRIDIUM for non-voice communications, when you get a signal.

KVH7

- Only the cruise ships can afford it.
- \$30 k for cheapest device.
- 5 meg download rate anywhere in the world.

Safety at Sea Seminar

Customs:

Ensure that the customs at your departure point and your arrival point know of your plans before leaving and get applicable permits.

Ray Naranjo left Los Angeles for Honolulu. Because they were on the high seas, they had to check in with customs in Hawaii. They were arrested in Honolulu when they failed to do this. They thought that they were OK in traveling between two US locations.

Many races require alternate navigation light systems (with separate battery, separate wires, and lights from the normal boat systems). They cost about \$500.

Gulf Stream Crossings: This session is normally hosted by Jennifer Clark or her husband. The Clarks, former NOAA forecasters, have become experts on predicted Gulf Stream behavior for mariners. Good review of strategies...both warm and cold eddies move to the west. Warm eddies don't last as long as cold eddies. Warm eddies rotate clockwise at about 1-2 knots. The GS can be at 3-4 knots. Cold eddies are longer lasting and rotate counter-clockwise. They generally have more current than warm eddies.

Avoid being in a current where the wind and the current oppose each other. Result is steep breaking waves.

Practicals: Including inflation and boarding life rafts in the water, as well as elementary firefighting.

Jury Rigging using ice cycle hitch. The final series is from Pete Carrico of the Naval Academy and Tom Wohlge-muth of Chesapeake Rigging/Annapolis Spars demonstrate jury rigging using an ice cycle knot.

- [Jury Rig 1](#)
- [Jury Rig 2](#)
- [Jury Rig 3](#)
- [Jury Rig 4](#)
- [Jury Rig 5](#)
- [Jury Rig 6](#)
- [Jury Rig 7](#)
- [Jury Rig 8](#)

Pentagon Sailing, as a Club, will not be organizing a trip to the Safety at Sea Seminar. Individual members may enroll at the MTAMs website and meet when they arrive.

Training, Racing, and Bay Calendar

MAY

Date	Type of Sail	Crew Size	Boat/ Location	Type of Boat Facilities	Skipper
5/1/10	Celestial Nav		Fairfax City Library		
5/7/10	Bay Daysail	4	Chasen the Wind	Catalina 31	Paul Shall
	(sail filled)				
5/8/10	Piloting and Navigaton- Part II		Fairfax City Library		Jim Battles/ Will Kelchner
5/8/10	Bay Daysail	4	Chasen the Wind	Catalina 32	Rod Fauth
5/9/10	B-KBS Practice		Kestrel, Falcon		Training Com- modore
5/9/10	Bay Social Daysail	4	Chasen the Wind	Catalina 32	Rod Fauth
5/13/10	B-KBS I Thurs- day Classroom I		Duncan Library		Eric Kessler
5/15-16/2010	B-KBS I Weekend I On the Water				Eric Kessler
5/15-16/2010	Bay Overnight	5	C'est La Vie	Jeanneau 40	Tim Christen- son
	(sail filled)				
5/20/10	B-KBS I Thurs- day Classroom II		McGinty's		Eric Kessler
5/22-23/2010	B-KBS I Weekend II On the Water				Eric Kessler
5/22-23/2010	Bay Over- night	5	Steel Aweigh	Delphia 40	Ray Widmayer
5/29- 5/31/2010	MDRU (3 va- cancies total on all boats as of 7 March)	5	C-est La Vie	Jeanneau 40	Paul Shall
5/29- 5/31/2010	MDRU	5	Steel Aweigh	Delphia 40	Tim Christen- son
5/29- 5/31/2011	MDRU	5	Flying Cloud	Jeanneau 45	Don Hupman

Training and Bay Calendar

June

Date	Type of Sail	Crew Size	Boat/ Location	Type of Boat Facilities	Skipper
6/5/10	Mt. Vernon Spring Fling at Mt Vernon		Falcon/Nova	Capri 22	Racing Squadron
6/10/10	B-KBS II Thursday Classroom I		Duncan Library		Will Kelchner
6/12-13/6/2010	B-KBS II Weekend I On				Will Kelchner
6/12/10	Bay Daysail	4	Chasen the Wind	Catalina 32	Don Hupman
6/13/10	Bay Social Daysail	4	Chasen the Wind	Catalina 32	Jim Battles
6/12-13/2009	Bay Overnight	5	Freogan	O Day 39	Roger Hammer
6/17/10	B-KBS II Thursday Classroom II		Burke Library		Will Kelchner
6/19-6/20/2010	B-KBS II Weekend II				Will Kelchner
6/26-27/2010	Summer Solstice Cruise		Falcon/Nova	Capri 22	Racing Squadron
6/26/10	Bay Daysail	4	Chasen the Wind	Catalina 32	Paul Shall
6/27/10	Bay Daysail	4	Chasen the Wind	Catalina 32	John Buescher

Training and Bay Calendar

July

Date	Type of Sail	Crew Size	Boat/ Location	Type of Boat Facilities	Skipper
7/4-5/10	Bay Radar Contact Management Course	6	Little Darling 42	Thursday PM class Enterprise Hall 7pm prior to sail for both crews	Hal Moore
7/5-6/10	Bay Radar Contact Management Course	6	Little Darling 42	Thursday PM class Enterprise Hall 7pm prior to sail for both crews	Hal Moore
7/11-7/20/2010	BVI	6	Bavaria 42	Monohull	John Buescher
7/11-7/20/2010	BVI	6	Bavaria 46	Monohull	Ted Seward
7/11-7/20/2010	BVI	6	Lagoon 420	Catamaran	Jerry O'Connor
7/11-7/20/2010	BVI	10	Beneateau 523	Monohull	Roger Hammer
7/11-7/20/2010	BVI	8	Bavaria 46	Monohull	Jim Battles
7/10/10	Bay CQM (AM)	4	Chasen the Wind	Catalina 32	Tony Skivo
7/10/10	Bay CQM (PM)	4	Chasen the Wind	Catalina 32	Tony Skivo
7/11/10	Bay CQM (AM)	4	Chasen the Wind	Catalina 32	Tony Skivo
7/11/10	Bay CQM (PM)	4	Chasen the Wind	Catalina 32	Tony Skivo
7/20/10	Screwpile		Falcon/Nova	Capri 22	Racing Squadron
7/24/10	River Maintenance Day		Marina		River Commodore
7/24/10	Bay Social Daysail	4	Chasen the Wind	Catalina 32	Rick Robey
7/25/10	Bay Daysail	4	Chasen the Wind	Catalina 32	Bob Cox

Training and Bay Calendar

August

Date	Type of Sail	Crew Size	Boat Location	Type of Boat Facilities	Skipper
8/5/10	B-KBS III Thursday Classroom I		Burke Library		Qualified Lead Instructor
8/7-8/8/2010	B-KBS III Weekend I On the Wa- ter				Qualified Lead Instructor
8/6-9/2010	Bay B-CSN BOOTCAMP Weekend One (sail filled)	6	Freogan	O'Day 39	Hal Moore
8/12/10	B-KBS III Thursday Classroom II		Burke Library		Qualified Lead Instructor
8/14-15/2010	B-KBS III Weekend II On the Wa- ter				Qualified Lead Instructor
8/13-15/2010	Bay B-CSN BOOTCAMP Weekend Two (sail filled)	6	C'est La Vie	Jeanneau 40	Hal Moore
8/21/10	Bay Daysail	4	Chasen the Wind	Catalina 32	Rick Robey
8/22/10	Bay Daysail	4	Chasen the Wind	Catalina 32	Wesley Moy
8/28-29/2010	Bay Over- night	5	Freogan	O'Day 39	Ray Widmayer
8/28/10	Leukemia Cup		Falcon	Capri 22	Racing Squadron
8/29/10	Bay Skipper Exam Series		Fairfax Library		Training Commodore

Training and Bay Calendar

September

Date	Type of Sail	Crew Size	Boat/ Location	Type of Boat Facilities	Skipper
9/4-6/2009	LDRU		Little Darling 42	Jeanneau 42	Jim Battles
9/4-6/2010	LDRU		TBD	TBD	Bay Commodore Discretion
9/9/10	B-KBS IV Thursday Classroom I				Hal Moore
9/11-9/12/2010	B-KBS IV Weekend I On the Water				Hal Moore
9/11/10	Daysail	4	Chasen the Wind	Catalina 32	Rod Fauth
9/12/10	Social Daysail	4	Chasen the Wind	Catalina 32	Rod Fauth
9/16/10	B-KBS IV Thursday Classroom II				Hal Moore
9/18-9/19/2010	B-KBS IV Weekend II On the Water				Hal Moore
9/25/10	Bay Daysail	4	Chasen the Wind	Catalina 32	Rick Robey
9/25/10	Hydrilla Cup		Marina		Racing Squadron
9/26/10	Bay Daysail	4	Chasen the Wind	Catalina 32	Roger Hammer
9/30/10	B-KBS V Thursday Classroom I				Bob Cox

Training and Bay Calendar

October

Date	Type of Sail	Crew Size	Boat/ Location	Type of Boat Facilities	Skipper
10/2-3/2010	B-KBS V Weekend I On the Wa- ter				Bob Cox
10/2/10	Bay Daysail	4	Chasen the Wind	Catalina 32	Paul Shall
10/3/10	Bay Social Daysail	4	Chasen the Wind	Catalina 32	Rod Fauth
10/9-11/2010	Annapolis Boat Show				
10/14/09	B-KBS V Thursday Classroom II				Bob Cox (note: Weekend not consecutive due to Boat- show)
10/16-/17/2010	B-KBS V Weekend II On the Wa- ter				Bob Cox (note: Weekend not consecutive due to Boat- show)
10/23-24/2010	Bay Over- night	6	C'est La Vie	Jeanneau 40	Tim Christenson

Labor Day Raftup

**Celebrate an Early Halloween on the Chesapeake:
The Theme is Sea Gods, Legends and Nautical Lore.**

***Only Those that Attend the
2010 Labor Day Raft-Up will be Spared!***

**Save the Dates:
September 4th to 6th, 2010. Destination: Rock Hall, MD.**



Contact Tom Dunn with questions: tdunn90@comcast.net (609) 865-2529. Co-coordinator Mike Weber is the Labor Day Raft-Up Treasurer.

Help Wanted

Volunteers are welcome in the Training Program. Whether you want to teach or just help out, please send a note to Hal Moore, the Training Commodore. A logistics assistant to assist with the River and Winter Training Programs would be great. at trainingcommodore@pentagonsailing.org.

We are also looking for sailing stories or sailing logs from any sailing adventures that people may have. Articles could also be about a particular nettlesome maintenance issue. Our hope is to have lots of articles that embody human interest stories, and not just “come to the meeting” or “sign up for this event.” If you have a story to tell, please draft it in some Word or Powerpoint, and send it “Attention: Lubbers Line Editor” at [.trainingcommodore@pentagonsailing.org](mailto:trainingcommodore@pentagonsailing.org). Photos are highly desired.

Membership Commodore Kate Miller needs greeters to help make people feel welcome at monthly Membership meetings and other club events. If you are interested in being a friendly face to a new or prospective club member, please contact Kate at membershipcommodore@pentagonsailing.org.

The Membership Commodore also would like to get “This is my life” stories for publication in the Lubbers Line. We would like to feature a “new member” and an “old member” on each edition, with photos. We would like for as many club members as possible to introduce themselves in this way. Submissions should be about half a page.

Help wanted – tell others about the Pentagon Sailing Club! Share the PSC web site with your friends and family! You are the best advertisement for our club and we need more of it!

